

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (canceled).

Claim 2 (currently amended): A control apparatus for a hybrid vehicle comprising a driving power source composed of an engine and a motor, wherein fuel supply to the engine is stopped by a fuel supply stop device during deceleration, and the motor regenerates regeneration power during deceleration depending on the deceleration state,

wherein said engine is a type of engine capable of executing cylinders deactivated operation for at least one cylinder, [[and]] the control apparatus comprising:

a cylinder deactivated operation determination device for determining whether it is appropriate for said engine to enter a cylinders deactivated operation depending on the driving conditions of the vehicle; and

a cylinder deactivated operation execution device for executing the [[all]] cylinders deactivated operation of said engine when the [[all]] cylinders deactivated operation is determined by said cylinder deactivated operation determination device,

wherein when fuel supply to the engine is stopped by said fuel supply stop device during deceleration, the cylinders are deactivated based on said cylinder deactivated operation determination

device and said cylinder deactivated operation execution device closes both the intake valves and exhaust valves of the cylinders,

wherein the control apparatus further comprises a cylinder deactivated operation detecting device for detecting operation or non-operation of said cylinder deactivated operation execution device, [[and]]

wherein when said cylinder deactivated operation determination device determines that the cylinder deactivated operation is released, and said cylinder deactivated operation detecting device detects an inoperative state of said cylinder deactivated operation execution device, fuel supply stop to the engine by said fuel supply stop device is released, and

wherein the control device further comprises a variable valve timing mechanism for changing the timing to close or open the intake and exhaust valves, and when said cylinder deactivated operation determination device determines that it is appropriate for the engine to enter a cylinder deactivated operation, fuel supply to the engine is stopped first, and said cylinder deactivated operation execution device then closes both intake valves and exhaust valves of the cylinders for executing the cylinder deactivation operation and, when said cylinder deactivated operation determination device determines that the cylinder deactivated operation is released, the variable timing mechanism changes timing to open both intake valves and exhaust valves of the cylinders first, and the fuel supply is then restarted in order to absorb shock when resuming fuel supply and switching from the cylinder deactivated operation to the normal operation.

Claim 3 (canceled).

Claim 4 (currently amended): ~~[[A]]~~ The control apparatus for a hybrid vehicle according to claim 2, wherein when fuel supply is restarted by releasing the fuel supply stop to the engine by said fuel supply stop device, the fuel supply is gradually increased by a predetermined amount depending on the throttle opening.

Claim 5 (currently amended): A control apparatus of a hybrid vehicle according to claim ~~[[1]]~~ 2, wherein said cylinders deactivated operation includes all cylinders deactivated operation.

Claim 6 (canceled).